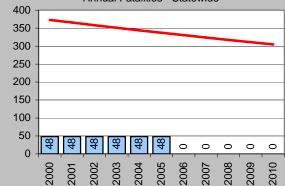
June July Aug Sep Oct Nov Dec Jan Feb Mar Apr May

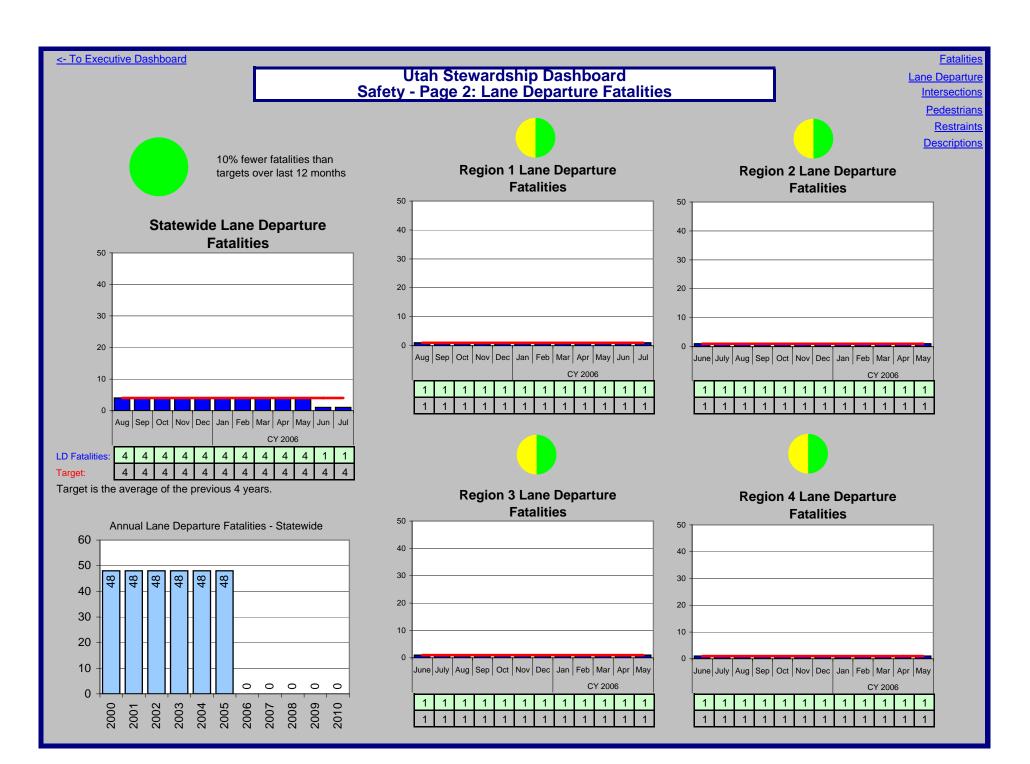
CY 2006

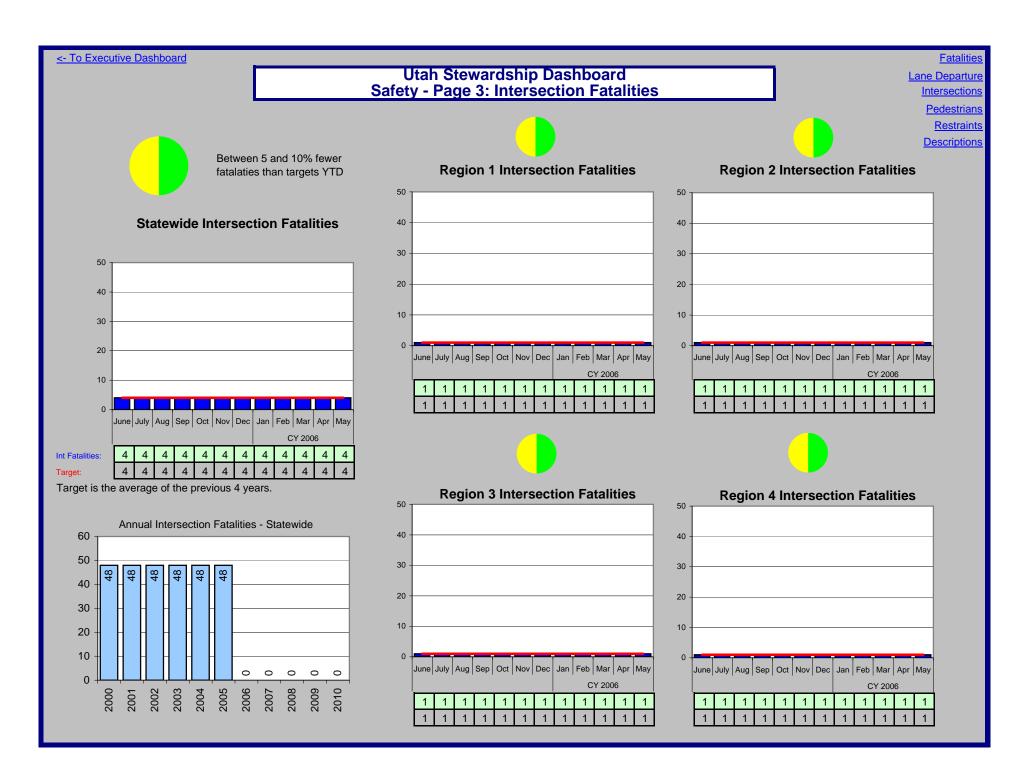
June July Aug Sep Oct Nov Dec Jan Feb Mar Apr May

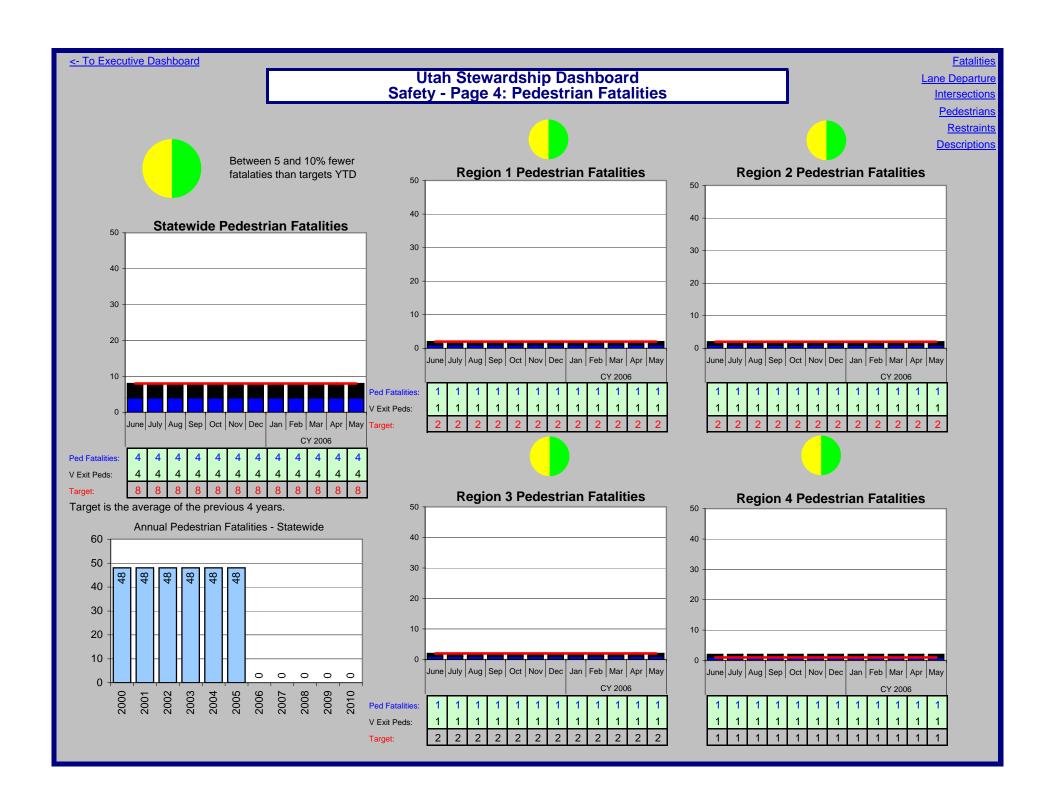
CY 2006



Annual Target is 2% Annual reduction from the year 2000.







# Utah Stewardship Dashboard Safety - Page 5: # of Fatalities without Proper Restraints

Fatalities
Lane Departure
Intersections
Pedestrians
Restraints

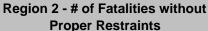
**Descriptions** 



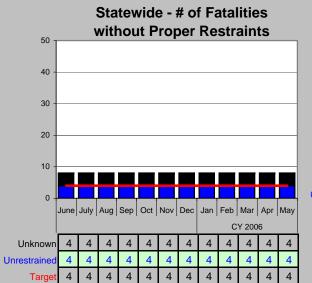
Between 5 and 10% fewer fatalaties than targets YTD

## Region 1 - # of Fatalities without Proper Restraints

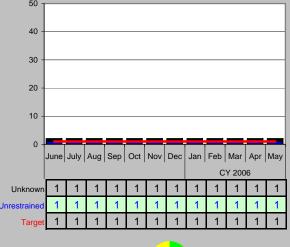




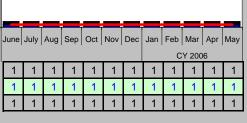
50



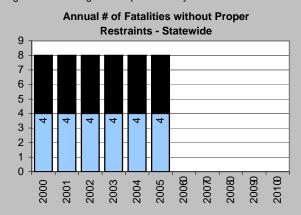
Target is the average of the previous 4 years.

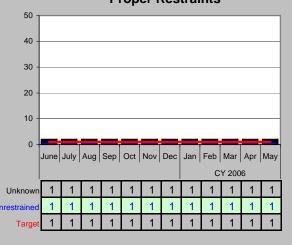


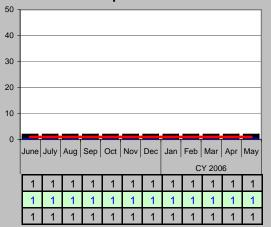
Region 3 - # of Fatalities without Proper Restraints



Region 4 - # of Fatalities without Proper Restraints







### Fatalitie:

Lane Departure

Intersections **Pedestrians** 

Restraints **Descriptions** 

#### **Indicators**



YTD Target Exceeded - Decrease in fatalities by more than 10% than the previous 4 year average.

**Utah Stewardship Dashboard** 

Safety - Page 6 - Measurement Descriptions



YTD Target Achieved - up to 10% fewer fatalities than the previous 4 year average.



YTD Target not met - Within 5% of the previous 4 year average



YTD Target not met: 5 - 10% more fatalities than the previous 4 year average.



YTD Target not met - Increase in fatalities by more than 10% of the previous 4 year average.

Target Lines - the monthly target lines are set by the average of the previous 4 years for that month.

#### **Definitions**

Fatalities - Fatalities include all people who died within 30 days as a result of a vehicle crash (drivers, passengers, pedestrians, etc.) In general these numbers are estimates as some fatalities are not reported until months after a crash. Previous months are updated as the best information becomes available.

Lane Departure - Lane departure fatalities include all those that result when a vehicle leaves the driving lane. This includes crashes off the road, on the shoulder, in a median, cross overs into the opposite direction of travel, etc. This definition is consistent with the FHWA definition of lane departure crash.

Intersection - Intersection fatalities include all those that result from intersection crashes, whether the intersection is signalized, signed (ex: stop or yield), or unmarked. Pedestrian - Pedestrian fatalities include persons traveling on foot that are killed as a result of a vehicle crash. In general, pedestrians include anyone walking or standing outside the vehicle when the crash occurs. The data is separated into two general categories:

- 1 Typical Pedestrian In general someone walking in or near the roadway (crossing the street, etc.)
- 2 Vehicle Exit Pedestrian Someone who is on or near the roadway due to a vehicle breakdown or similar problem (example: someone changing a tire).

# of Fatalities without Proper Restraints - Properly restrained includes individuals appropriately wearing seatbelts or children in appropriately installed and approved car seats for their age and size. Although visual surveys indicate a high percent of occupants are properly restrained, crash statistics reveal that improperly restrained occupants make up a disproportionate percentage of fatalities. More people wearing seat belts and in car seats will result in more lives saved.

Crash investigators are sometimes unable to determine whether an individual was properly restrained in the vehicle. In those cases, the fatality is classified with an "unknown" in the identifier for restraints.